

Auto World Is Agog Over New Business Prospects for Coming Season

CUTS PRODUCTION OF PLEASURE CARS

Auto Industry Curtails Output at Request of War Department.

Automobile men in this city expressed no surprise over the announcement made by the National Automobile Chamber of Commerce that members of that organization consisting of 117 automobile manufacturers throughout the United States, would curtail the production of pleasure cars 30 per cent this year as a war conservation measure.

The curtailment program was fully expected, as representatives of several of the largest manufacturing concerns were called to Washington some time ago at the request of the War Industries Board and the Fuel Administration to discuss the situation and decide to what extent further assistance might be rendered to the government.

According to the agreement the automobile manufacturers are requested to reduce their output for 1918 approximately 30 per cent as compared with what their plans for production were on July 1, 1917. Supposing at that time a firm committed itself to parts and materials for 100,000 automobiles, such a firm under the new agreement would produce 70,000 machines by July 1, 1918.

Insofar as probable increases in prices are concerned local men say that nearly all the larger concerns have already announced their price schedules for 1918, and that these prices, in many instances, were advanced because the manufacturers were fully anticipating such a curtailment agreement.

In order to co-ordinate further the war needs of the government with the capacities of the automobile plants, the 117 manufacturers who are members of the National Automobile Chamber of Commerce, at their session last week, decided to establish a general headquarters at Washington, in charge of Hugh Chambers, vice president of the association and chairman of the Chalmers Motor Car Company.

AUTOS ARE SAVERS OF VALUABLE TIME

Also Give Recreation That Helps Sustain Hard Workers.

The automobile fills a real transportation need. It is estimated 40 per cent of the motor cars in America are owned and used by farmers. Increase in car sales has been several times larger in agriculture in recent years than in manufacturing States. Doctors, traveling salesmen, highway officials, municipal department heads, contractors and builders and men engaged in many other lines find the automobile indispensable in their work. By its use they save many valuable hours daily. Efficiency is increased by use of time-and-labor-saving machinery. The automobile is essentially time saving. To insure success in the war the farmer, manufacturer, minister, contractor—all are urged to increase efforts and production. The automobile used in business is an economy—not an extravagance. Wholesome recreation in the open air is a great revivifier and invigorator. It enables the hard-working business man to continue intense efforts without breaking down. The automobile affords such recreation. President Wilson takes his relaxation in an automobile every afternoon.

Greater passenger-mile service is rendered by the passenger automobiles in the United States than by the entire railroad or street railway system of the country. The 3,700,000 passenger cars, averaging 5,000 miles a year and three persons each, give a total of 55,500,000,000 passenger miles. At a rate of 2 cents per mile this is worth \$1,110,000,000 a year.

Stability of the industry is shown by the fact that stocks of the leading English automobile companies were higher on July 4, just before the war, despite the commandeering of cars and trucks and restrictions against the use of gasoline. All European automobile plants have been extended during the war.

IMPERFECT BRAKES WILL INJURE TIRES

Uneven Tension Sacrifices Wheels and Damages Car.

When you bring your automobile to a sharp halt before the upraised hand of the policeman at the street intersection have you noticed at times how the rear wheels of the automobile ahead of you act? Have you noticed one buzz round while the other locks? That peculiarity is the penalty of faulty brake adjustment. The locked tire is called upon to resist the pressure of automobile and pavement alone, the consequence very often being a badly gouged tread.

Before a man sets out in his automobile he should give a thought to his brakes. He should see that both brakes grasp with equal effectiveness and that the brake linings are clean and dry.

If one brake is looser than the other, not taking hold simultaneously, not only is the locked tire damaged, a great place gouged out of the tread, but the safety of the motorist himself is jeopardized. Properly adjusted brakes give him perfect control over his motor and respond to his touch. You can see tires with a section the size of a man's hand gouged out of the tread when uneven brake tension caused one wheel to lock and slide while the other rolled. Let the wheels keep turning, but under the slack pressure of the brake, and your car will be brought to a standstill more quickly, with greater safety and without detriment to tires.

NO SPY JOBS FOR BOYS.

A Minnesota boy wrote, offering his services to the United States Marine Corps, asking for a spy's badge and a Colt .45, that he might go right to work. "I am too young to be a soldier," he said, "but I can be the best spy ever sent." He has received an acknowledgment from the chief of the corps, expressing appreciation of the offer, but advising him to keep on playing "high-spy" with the boys in his neighborhood several years longer before tackling the war business seriously.

Heard on Auto Row

There are no more speed traps in the State of Ohio. Due entirely to the action of the Cleveland Automobile Club, a ruling was obtained from the attorney general to the effect that justices of the peace have no jurisdiction in speed cases under the automobile laws.

Or is this another of those "well-laid plans" of the devil and the Kaiser?

The Hinsdale Motor Freight Corporation is running daily a fleet of five-ton trucks between Philadelphia and New York, carrying merchandise of every description. Two trips weekly are made between Philadelphia, Baltimore and Washington.

Saturday night and back on Monday morning?

"Adieu," said the grande dame in the hospital, and by way of explanation added:

"That's French for good-bye."

The sick soldier, bored beyond the meaning of all words, mustered enough strength to moan back in reply:

"Pneumonia, that's good-bye, too."

Rises someone to remark that Washington has a new parking system—it's in operation on the street cars.

What's your car line?

In an article written for Motor Life, John Edwin Hogg states that the training and delicate sense of balance acquired by motorcyclists is invaluable in the making of aeronauts.

Meaning that if one can stay on one of "those-there-things" he can stay anywhere?

The first Ohio parcels post route has been established by the Post-office Department between Columbus and Zanesville.

Holding forth the hope that in the near future the eggs sent from the farm will not have developed into an advanced state because of the delay in delivery when they reach us.

A taxicab company of Washington has just put into operation a fleet of special Dodge cars to be used exclusively by members of the Army and Navy Club.

DO YOU KNOW?

An annoying squeak which is sometimes difficult to locate is caused by the edges of the doors rubbing. This rubbing is occasioned by a slight sagging of the body in the center and it may be cured by placing a leather washer of the required thickness around the body bolt, between the body and the frame.

Sometimes a sharp hissing sound is heard at intervals and seeming to come from one of the cylinders. Often this is mistaken for a leak, but the irregularity of its occurrence destroys this hypothesis, as a leak would occur at every period of high compression. The sound is due to an unfired charge, which fills the exhaust port and is ignited when the next fired charge passes the valve. Such a misfire may be due to weak mixture or to intermittently faulty ignition.

It sometimes happens that the bolts holding the flywheel to the flange on the crank shaft work a trifle loose, with the result that an irregular knocking occurs, which is very much like that of a loose connection rod's big end and is most noticeable at slow motor speeds and at the beginning of periods of rapid acceleration or retardation. Test the flywheel for such looseness when a knock cannot be easily located.

Cooling fans of the type that have the blades riveted to a metal hub should be examined occasionally to see that all is secure. The speed at which the fan revolves may result in the loosening of a blade.

Inlet valves do not get nearly as hot as exhaust valves and consequently do not expand as much. For this reason less clearance should be allowed between the stems and push rods than is allowed between the stems and push rods of exhaust valves.

A little dodge that saves much time on occasion is the marking of the numerous electric wires on the modern car with different colored paint. Simply band one wire with red, another with green, a third with blue, etc. In this way, when it is necessary to trace down the various wires to locate some trouble that has developed, there is little hardship in conducting the search.

The average car owner may be surprised to learn that banging the car doors is a bad practice. Shocks of this kind often cause the enameled finish to chip and fall off, to the detriment of the car's appearance.

In the old days platinum was not quite so expensive as it is now, and in the screws of old magnetos and contact coils there was often inserted a goodish sized piece of platinum. By using a file carefully it is possible to remove the brass and reclaim the platinum, when it can be soldered upon the end of a new screw.

It is often convenient to have a cement that will resist considerable temperatures. Here is the recipe for a good heat withstanding cement: Take fifty parts of sulphur, one part of resin, and one part of tallow. Melt these ingredients together and add fine powdered glass to form a paste. This cement must be heated before being used.

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U. S. AUTOS CHIEFLY USED FOR BUSINESS

Local Distributor Estimates Proportion at 80 Per Cent.

"From my personal observation and talks I have had with automobile owners from all parts of the country and with other manufacturers, I believe I am perfectly justified in saying that 80 per cent of the automobiles in America are used strictly for business purposes three-fourths of the time," said E. Neumyer, distributor for Mitchell cars in Washington and neighboring territory.

"Mind that I say strictly business purposes, and that is exactly what I mean. Since our country has been drawn into the war hundreds of thousands of men in all walks of life have been called from their daily tasks to do their part in the great struggle to preserve democracy. With the departure of these men business did not slow down, it simply could not. In fact, business is going ahead with greater strides than ever before. Everybody is busy, and every man who wants to can enjoy real prosperity now."

"Professional men are called upon to do not simply what they have been doing for years, but more too. Each salesman is now doing his work and the work of one who has stepped

from the ranks of those who fight for business to those who fight for liberty. Contractors, architects, engineers, and men from every branch of American industry are now called upon to do just a little bit more than they ever thought they were able to do. The American women have stepped forward with arms open, anxious, ready and willing to do their share. And as a great unit these people have all turned to the automobile as the means to take them where they want to go and back when they wish, economically and comfortably.

"But, aside from these strictly business purposes think of the importance of the automobile in what I might term 'semi-business' purposes. For instance, recall for a moment the business man or woman of ten, yes, even five years ago. At the end of the week, tired, worn and weary from the press of business, he sought the great out-of-doors for the recreation, the rejuvenation he needed. His brain cells had been torn down by the rigors of business. He was brain-fagged and tired. What did he do? Boarded a train and went away. He didn't get on that train just to have a ride. Not by any means; he simply wanted and needed a change of scene. And in his new surroundings he revitalized himself and returned to his work on Monday with new vigor—a keener and more active man."

"The business man of 1918 will need even more of just that sort of thing than the men of 1912, because they are doing double work and are

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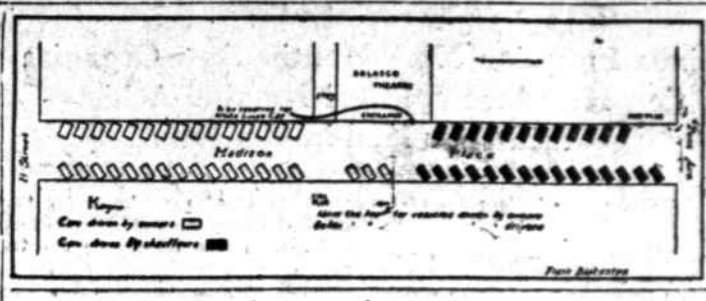
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CHAUFFEURS OFFER NEW PARKING PLAN

Believe Congestion Around Belasco Theater Will Be Improved.

In an effort to aid in relief of the congestion of the streets in the neighborhood of the Belasco Theater, the Professional Chauffeurs' Association has forwarded to the District Commissioners the following plan which is pictured in these columns:

First—Make Madison place a "one-way" street from the hours of 7:30 p. m. until after the close of the Belasco Theater, traffic to pass north only, and an officer detailed at the corner of Madison place and H streets to enforce this.

Second—Cars driven by owners and parked for performance, should park

above line opposite center entrance of theater on west side of street at an angle of 45 degrees, with left rear wheel to curb, heading to drive away immediately after performance (doing away with backing, which at present causes most of the congestion); cars on east side park above alley, same degree only with right rear wheel to curb.

Third—Cars with chauffeurs to park on west side below line of center entrance of theater, same as for owners, as regards degree of angle, etc. Also allow cars with chauffeurs to park below line of theater on east side at angle of 45 degrees (same as for owners above alley.) This will allow any one car to drive up to door without interference, and it will still leave ample room for one-way traffic.

Cars also with chauffeurs to park on north and south side of Pennsylvania avenue, between Fifteenth street and Madison place, on an angle with rear wheels to curb. As most cars with chauffeurs do not park until one-half hour to ten minutes before closing of show, the spaces should be marked plainly "Reserved for cars with drivers only," or something on that line.

REASONING WITH THE POETS.

O friends, do not send your home-made poetry to this office and then get mad at us because it is so crude and bad. We cannot print it. Don't do anything that will break up a friendship of long standing! We can't help it because you can't write poetry. We never told you that you could.

LEE TIRES

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The Pneumatic Puncture-proofs are guaranteed against punctures. For every time you puncture a Lee Puncture-Proof Tire the following refund of money is given to you according to the size of your tire:

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